



MAYOR AND COUNCIL AGENDA

NO. 18

DEPT.: Community Planning & Development Services
STAFF CONTACT: Deane Mellander/Art Chambers

DATE PREPARED: 8/29/05
FOR MEETING OF: 9/12/05

SUBJECT: Worksession on proposed Adequate Public Facilities Ordinance and standards manual.

RECOMMENDATION: Conduct the Public Hearing on the Adequate Public Facilities Ordinance on **Monday, October 10, 2005**. The public hearing draft is the 10/03 APFO Draft Ordinance version.

DISCUSSION: At the August 1, 2005 Mayor and Council meeting, the Mayor and Council requested additional information on the APFO standards. Staff has been working on these items and the status of our efforts is provided below. In addition to this information, several options for proceeding with the Adequate Public Facilities Ordinance have been formulated and are discussed below.

1. Status of APFO Activities:

A. Fire and Rescue

We have received an up-dated response time map from the Department of Fire and Rescue Services (DFRS) that includes the new Travilah-area station No. 32. The entire City is now within the 8-minute response time from a single station. The Montgomery County Fire and Rescue Department has also prepared a map that shows a 10-minute response time from at least 3 separate stations. The 10 minute response time consists of 8 minutes of travel time, one minute call in and one minute dispatch. The entire city is within the 10 minute response time as shown in Attachment 1.

Staff is scheduling a meeting with the Department of Fire and Rescue Services (DFRS) to discuss further aspects of response times, equipment availability and staff issues. This information will be brought to the September 12, 2005 Mayor and Council meeting.

B. Public Schools

Montgomery County AGP Capacity

The FY 2006 Educational Facilities Master Plan and the Amended FY 2005-20010 CIP prepared by the Montgomery County Public Schools includes an overview of the Montgomery County's AGP Capacity analysis and how the program operates. An excerpt from Chapter 2 of the plan is

provided below:

"The new AGP schools test that went into effect July 1, 2005, assesses school capacity 5 years in the future in 24 cluster areas. Elementary, middle, and high school capacities are tested separately. For each school level, the total projected enrollment of all schools in the cluster is compared to total school capacity five years in the future (factoring in additional capacity that will be built as part of the County Council adopted Capital Improvement Program. If a cluster exceeds AGP capacity guidelines at any school level, the cluster area is shut down to residential subdivision approvals for at least one year, until the next AGP test results are evaluated. A cluster may come out of the "closed" status if capacity is added in the CIP, a boundary changes resolves the space deficit, or enrollment trends result in lower utilization levels.

The AGP schools test uses what is called "AGP capacity for schools. This is a fixed, "structural" capacity for schools, unlike the Montgomery County Public School program capacity that is adjusted for the type of programs offered in schools. For the elementary and middle school test, 105 percent of the AGP capacity is used, at the high school level, 100 percent of AGP capacity is used. At the high school level if a cluster fails the test, then capacity in high schools in adjacent clusters may be factored in. At the elementary and middle school levels, this "borrowing" of capacity from adjacent clusters is not allowed. The elimination of this borrowing provision from the previous AGP schools test has the affect of tightening the new test.

The new AGP test includes a feature that would allow a subdivision to be approved in areas that otherwise fail the schools test. If the utilization of a cluster's schools falls beyond the AGP guideline, but remains under 110%, a developer has the option of paying a fee of \$12,500 for each student the subdivision is estimated to generate and proceed." To date, this provision has not yet been used.

Additional insight into how Montgomery County implements the AGP program is provided in Attachment 2, which is a memo prepared by the Maryland-National Capital Park and Planning Commission to the Montgomery County Planning Board that provides an overview of the FY2006 Growth Policy and a review of the school forecasting methodology.

Under the current County AGP, all of the County school clusters are rated as adequate. This rating is based on the five year CIP program that includes new construction, modernization, and use of portable classrooms to handle peaks in the enrollments where deemed appropriate. There are two school charts attached that provide information on school capacity projections and enrollment trends in Rockville. Attachment 3 provides School Program Capacity Projections by clusters to the year 2010-11. Attachment 4 provides enrollment trends at schools with service areas within or partially within the City of Rockville. Three school capacity maps have been produced: Individual Elementary Schools that exceed 105% Program Capacity (*Attachment 5*); Individual Middle Schools below 100% Program Capacity (*Attachment 6*); and Individual High Schools that exceed 100% Capacity in 2 Years (*Attachment 7*).

Core Capacity

The Mayor and Council had indicated a desire to include a core capacity measure as well as a program capacity measure. Staff met with Montgomery County Public Schools (MCPS) staff on Tuesday, August 7, 2005 to discuss core capacity issues. MCPS staff indicated that they do not utilize or calculate a core capacity standard. There are many issues regarding the physical layout of older schools, cafeteria operations, and other design issues making these calculations difficult.

Each school would have to be evaluated individually to determine the core capacity and would take a significant amount of time.

In general, individual schools have the flexibility to program around any potential deficiencies based on specific curriculum. The Montgomery County Board of Education adopted a modernization policy in 1992 to identify aging schools and facilities that should be upgraded to meet educational program standards (*See Attachment 8: Appendix F "Assessing Schools for Modernization" from the FY 2006 Educational Facilities Master Plan and the Amended FY 2005-2010 CIP.*) Core capacity is addressed through MCPS's modernization program.

Montgomery County Program Capacity

As for program capacity, there are also a number of new standards that variously affect several schools. With state-mandated full day kindergarten, program capacity has changed. In addition, the state program ratings have been set at one (1) classroom per twenty-three (23) students for grades 1 thru 5, and 1 to 25 for middle and high schools. A number of schools have had further class size reductions due to specific socio-economic indicators. For these schools, class sizes have been reduced to 1 to 17 for grades 1 and 2, and 1 to 15 for kindergarten. For schools serving the City, the following elementary schools are affected by this class size reduction (CSR) designation:

- Maryvale (*Rockville Cluster*)
- Meadow Hall (*Rockville Cluster*)
- Beall (*Richard Montgomery Cluster*)
- Twinbrook (*Richard Montgomery Cluster*)
- Rosemont (*Gaithersburg Cluster*)
- Washington Grove (*Gaithersburg Cluster*)

Staff Recommendation

Staff recommends amending the draft 10/03 APFO Ordinance and manual school standard to read as follows:

Schools shall not be considered over-capacity unless the projected demand will cause enrollment to exceed 105% of the AGP capacity in the elementary and middle school cluster and 100% AGP capacity for high school clusters.

Adopting a school capacity standard that conflicts with Montgomery County's Annual Growth Policy school standards could lead to potential legal challenges if the City adopts a capacity standard based on individual schools rather than school clusters.

Staff recommends that the City seek to become an active participant in the MCPS facilities master plan process. To ensure effective City participation, the Mayor and Council may wish to consider requesting MCPS to expend school impact fees in a manner similar to the County's expenditure of transportation's impact fees. Montgomery County has enacted a School Facilities Impact tax that taxes residential development by housing type.

A core capacity evaluation will take significant time to complete, either by MCPS staff or a consultant and ultimately requires the acceptance of MCPS for planning future schools. Therefore, staff recommends that a core capacity standard not be instituted at this time.

C. Traffic

Traffic and Transportation Division has prepared a memo, dated September 7, 2005 that provides supplemental analysis on developing a Second Tier Transportation test. This memo is included as Attachment 9: *Traffic and Transportation Division APFO memo*. At the August 1, 2005 Mayor and Council meeting, the council requested additional information on City transportation projects. This information has been complied and is shown in two attachments. Attachment 10 provides a list of key transportation projects identified in the City's Master Plan along with their implementation status and Attachment 11 is a list of pending developer contributions as of September 7, 2005.

2. Status of previously agreed upon items

A summary of the items agreed to at the August 1, 2005 worksession the Mayor and Council is provided below.

A. APFO Mission Statement

As mentioned in the August 29, 2005 Memo to the City Manager, staff has drafted a suggested APFO Mission statement which is shown in Attachment 12.

B. Waivers/flexibility

Any waivers of the provisions must be in the context of meeting a specific public purpose. Waivers may be considered for items such as provision of affordable housing, housing for special populations (elderly, handicapped, etc.). Waivers or flexibility tied to specific properties could be deemed arbitrary and capricious. There is also concern that a lack of clear standards could violate the equal protection clause.

C. De Minimus Requirement

Often development proposals less than a certain size will have a minor or negligible impact on public facilities. For example, a subdivision that produced less than 14 peak-hour trip or less than 140 vehicle trips could be exempt from an APF requirement. An APFO ordinance can exempt those projects whose impact on the system is minimal.

Staff recommends that the proposed de minimus language contained in the October 24, 2003 Draft Ordinance, Section II.A. remain as proposed with no changes.

D. Stakeholders

Input from stakeholders can be accomplished by several methods. The first option is to conduct public forums where comments can be received. The second option is to create a task force with members appointed by the Mayor and Council to review and comment on the proposed standards. The creation of a stakeholder task force would add significant time to the process since the task force would have to be appointed, conduct several meetings over a period of months to review the proposed ordinance and standards, and prepare final recommendations. If significant changes are proposed and accepted, the draft ordinance would have to go back to the Planning Commission for review. The third option recommends proceeding to public hearing with the current draft, which essentially acts as a public forum. The Mayor and Council could extend the public comment period to allow the public time to submit written comments. Options for proceeding with the APFO ordinance are further discussed in Section 3.0 of the Mayor/Council agenda sheet.

Staff recommends proceeding with the Public Hearing. If additional input is needed, then the City can consider utilizing a stakeholder task force.

E. Other Potential APFO Components

The Mayor and Council discussed the following items at the August 1, 2005 meeting:

- Transit: Pending further evaluation of the CTR process, a transit APFO requirement should be delayed. The evaluation will include the impact of Montgomery County's Ride-On Transit Service and WMATA on any transit APFO.
- Parks: Further evaluation of park facilities and needs will need to occur before a decision is made on whether a Park Impact Fee is appropriate.
- Police: The staffing of the police department should be considered in the context of the City's operating budget and not an APFO ordinance.

F. Other Topics

(1) Timeframe for adding capacity

A key question that needs to be asked when developing an APFO ordinance is determining the date that you are going to conduct the adequacy test for facilities. Many jurisdictions use their five (5) year CIP program as the time frame for conducting this evaluation. For example, if a new school is included in the five year CIP, then that capacity can be included in the APFO evaluation. The 10/03 Draft APFO ordinance proposes that facilities funded and completed within 3 years or less are considered available for school capacity.

(2) Optional Method

The Optional Method allows the City to obtain additional improvements from a developer through the rezoning process for planned developments. This method allows an additional level of scrutiny and the ability to require infrastructure improvements to mitigate the impact of a proposed project. This issue will be part of a white paper during the zoning ordinance revision. It is scheduled for M & C consideration in late September and October.

3. APFO Ordinance Options:

Staff has outlined three possible approaches for proceeding with the APFO ordinance.

- A. Conduct the Mayor/Council public hearing on the October 24, 2003 draft of the APFO Ordinance. Following the public comment period, the M/C can propose changes to the ordinance and standards during the Discussion and Instruction session. The M/C could also extend the public comment period to allow the public and stakeholders ample time to prepare and submit comments for the public record. This approach allows the proposed text amendments to move forward and provides a forum for the stakeholders to submit comments for the Mayor and Council's consideration.

- B. The Mayor and Council could recommend significant changes to the existing draft, which would need to be returned to the Planning Commission for their review and comment and another public meeting. This option will take additional time due to advertising requirements as well as determining what changes should be included
- C. Create a stakeholder task force to review the draft APFO Ordinance. The task force would review the draft APFO ordinance and submit a report to the Mayor and Council on possible amendments. Following completion of a revised draft ordinance, the ordinance would be submitted to the Mayor and Council and Planning Commission for review, public hearing(s), and processing. This effort will take several months and necessitate additional work sessions with the Mayor and Council

Staff Recommendation:

Staff recommends Option A: scheduling the Mayor and Council public hearing on the October 24, 2003 Draft of the APFO Draft Ordinance for **Monday, October 10, 2005**. That would provide for the most appropriate and efficient method for obtaining public comments.

PREPARED BY:



Deane Mellander, Planner III

APPROVED BY:

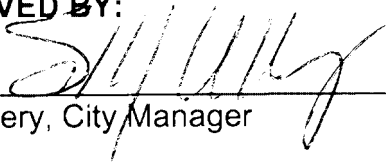


Arthur D. Chambers, AICP, Director, CPDS

9/8/05

Date

APPROVED BY:



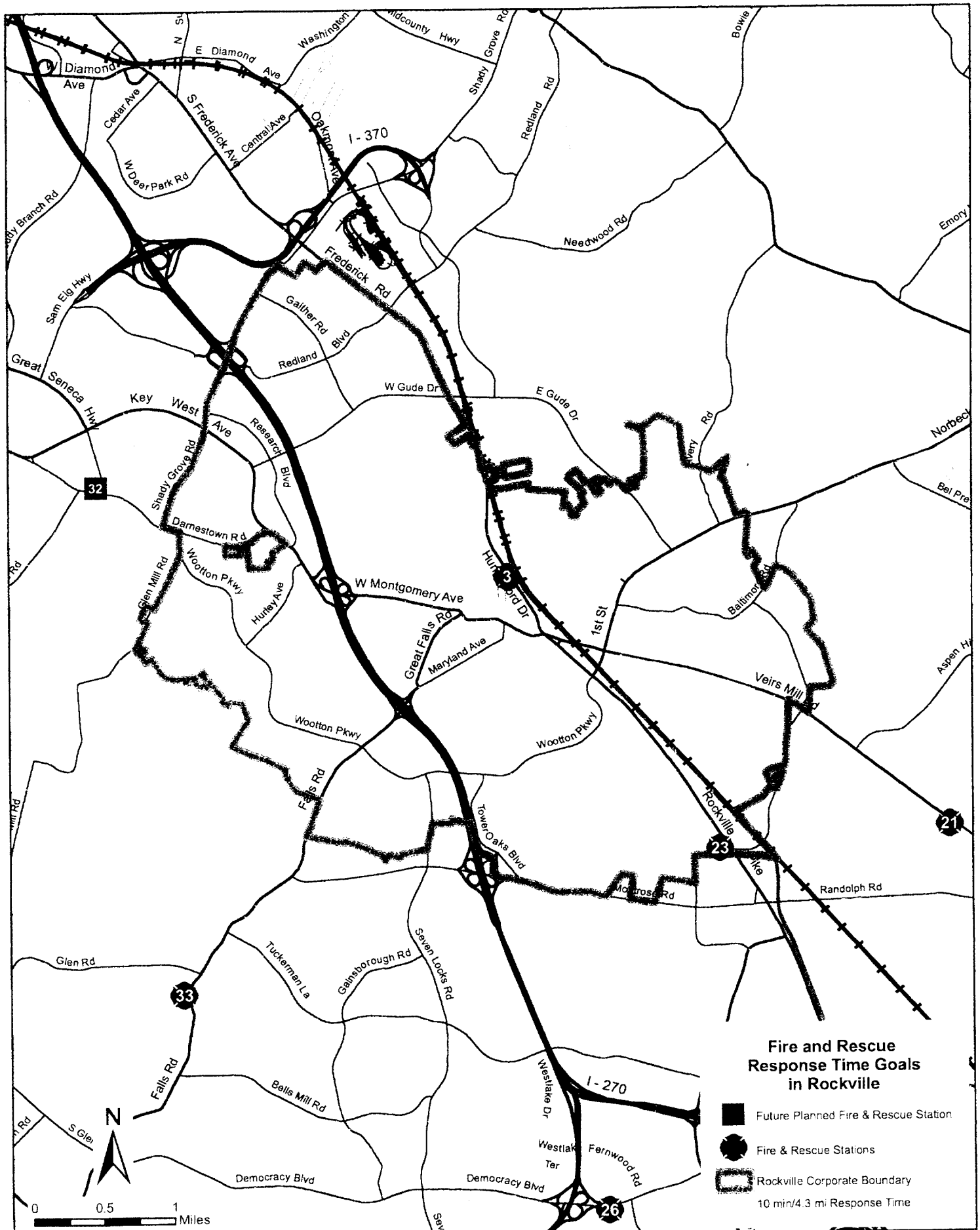
Scott Ullery, City Manager

9/5/05

Date

LIST OF ATTACHMENTS:

1. Fire and Rescue Response Times, 10 minutes and under
2. June 17, 2005 Memo to the Montgomery County Planning Board
3. School Capacity Projections, June, 2005
4. Trends at Schools with Service Areas in Rockville
5. Elementary Schools that exceed 105% Program Capacity
6. Middle Schools below 100% Program Capacity
7. High Schools that exceed 100% Capacity in 4 Years
8. Appendix F "Assessing Schools for Modernization" from the FY 2006 Educational Facilities Master Plan and the Amended FY 2005-2010 CIP
9. Transportation Division's APFO memo
10. City of Rockville Master Plan Transportation List
11. Transportation Improvements by developer contributions
12. APFO Mission Statement



MCPB
Item #9
June 23, 2005



June 17, 2005

Memorandum

To: Montgomery County Planning Board

From: Karl Moritz, Research & Technology Center, 301-495-1312

Re: FY2006 Growth Policy: Review of School Forecasting Methodology and Acceptance of School Test Results

Beginning in July 2004, the Montgomery County Growth Policy is not revisited by the County Council on an annual basis. However, there continues to be an annual component of the new growth policy: a review of the results of the school test. The school test determines if residential subdivisions in any school clusters should be subject to either a school facilities payment or a moratorium.

A year ago, when the Planning Board reviewed the school test results based on the FY2005-2010 Capital Improvements Program, the Planning Board requested a presentation of the methodology underlying the school forecasts and a discussion of the major capacity issues facing Montgomery County Public Schools.

Montgomery County Public Schools staff, along with Park and Planning staff, will make this presentation at the Board's June 23, 2005 worksession. Staff will also be requesting the Planning Board's acceptance of the attached school test results for FY06.

Acceptance of School Test Results

As in the past, the School Test analysis is prepared by Montgomery County Public Schools staff using the methodology adopted by the County Council. Park and Planning staff have reviewed the results of the MCPS analysis and we endorse the findings that there are no clusters where subdivisions should be subject to either the school facilities payment or to a moratorium.

The school test compares projected 2010 enrollment with 2010 classroom capacity for each of the 24 high school clusters at the elementary, middle and high school levels. At the elementary and middle school levels, enrollment must not exceed 105 percent of capacity and "borrowing" from adjacent clusters is not permitted. At the high

school level, enrollment must not exceed 100 percent of capacity, but if it does, "borrowing" from an adjacent cluster is permitted.

According to the analysis, enrollment does not exceed 105 percent of capacity in any cluster at the elementary or middle school level. At the high school level, there are three clusters where enrollment exceeds 100 percent of capacity: Blake, Magruder, and Wootton. For each of these clusters, however, there is an adjacent cluster with sufficient excess capacity so that the growth policy test result is "adequate."

The Planning Board has the official role of finding that school facilities are adequate for FY2006. In making this determination, the Planning Board must use the methodology adopted by the County Council to make that finding. Staff has attached the school text portion of the growth policy to this memo, and will be reviewing the test with the Board at the worksession.

Park and Planning staff recommend that Planning Board accept the results of the school test as calculated by Montgomery County Public Schools staff, for FY2006. These findings are attached at circle 1.

Once accepted by the Planning Board, this table (along with the resolution adopted by the Council in October 2004) will constitute Montgomery County's growth policy for FY 2006.

ELEMENTARY Annual Growth Policy - Schools Test for FY 2006

Reflects County Council Amended FY 2005 - 2010 Capital Improvements Program (CIP) and MCPS Enrollment Forecast

Elementary School Enrollment and Capacity

Cluster Area	Projected Sept. 2010 Enrollment	100% MCPS ¹ Capacity With Adopted FY05-10 CIP	Capacity Remaining @ 100% MCPS capacity
B-CC	3,080	2,706	-374
Blair	3,936	3,359	-577
Blake	2,598	2,148	-450
Churchill	2,638	2,466	-172
Damascus	3,970	4,101	131
Einstein	2,483	2,225	-258
Gaithersburg	3,990	3,630	-360
Walter Johnson	3,068	2,548	-520
Kennedy	2,364	1,781	-583
Magruder	2,923	2,514	-409
R. Montgomery	2,413	1,993	-420
Northwest	3,777	3,503	-274
Northwood	2,534	2,419	-115
Paint Branch	2,483	2,307	-176
Poolesville	720	754	34
Quince Orchard	2,847	2,632	-215
Rockville	2,466	2,172	-294
Seneca Valley	3,194	2,640	-544
Shenwood	2,357	2,277	-80
Springbrook	2,698	2,672	-26
Watkins Mill	3,232	2,655	-577
Wheaton	2,469	2,291	-178
Whitman	2,238	2,021	-217
Woodson	3,269	2,914	-355

AGP Test

105% AGP ² Capacity With Adopted FY05-10 CIP	AGP Test Students Above or Below 105 % AGP Cap	AGP Test Result - Capacity is
3,238	158	Adequate
4,818	882	Adequate
2,815	217	Adequate
2,808	170	Adequate
4,895	925	Adequate
2,809	326	Adequate
4,729	739	Adequate
3,110	42	Adequate
2,789	425	Adequate
3,436	513	Adequate
2,591	178	Adequate
4,187	410	Adequate
3,071	537	Adequate
2,720	237	Adequate
851	131	Adequate
3,159	312	Adequate
3,166	700	Adequate
3,261	77	Adequate
2,798	441	Adequate
3,576	878	Adequate
3,738	506	Adequate
2,549	480	Adequate
2,394	156	Adequate
3,425	156	Adequate

MIDDLE Annual Growth Policy - Schools Test for FY 2006

Reflects County Council Amended FY 2005 - 2010 Capital Improvements Program (CIP) and MCPS Enrollment Forecast

Middle School Enrollment and Capacity

Cluster Area	Projected Sept. 2010 Enrollment	100% MCPS ¹ Capacity With Adopted FY05-10 CIP	Capacity Remaining @ 100% MCPS capacity
B-CC	991	1,098	107
Blair	2,155	2,438	283
Blake	1,181	1,380	199
Churchill	1,426	1,437	11
Damascus	1,806	1,706	-100
Einstein	1,044	1,506	462
Gaithersburg	1,540	1,866	326
Walter Johnson	1,556	1,843	287
Kennedy	1,238	1,335	97
Magruder	1,391	1,714	323
R. Montgomery	1,018	1,044	26
Northwest	1,868	2,140	272
Northwood	1,227	1,480	453
Paint Branch	1,227	1,351	124
Poolesville	332	520	188
Quince Orchard	1,351	1,712	361
Rockville	916	1,030	114
Seneca Valley	1,440	1,421	-19
Shenwood	1,244	1,577	333
Springbrook	1,118	1,248	130
Watkins Mill	1,511	1,721	210
Wheaton	1,530	1,554	24
Whitman	1,267	1,341	74
Woodson	1,528	1,599	71

AGP Test

105% AGP ² Capacity With Adopted FY05-10 CIP	AGP Test Students Above or Below 105 % AGP Cap	AGP Test Result - Capacity is
1,181	190	Adequate
2,645	491	Adequate
1,559	378	Adequate
1,654	228	Adequate
1,914	108	Adequate
1,820	776	Adequate
2,292	752	Adequate
2,245	689	Adequate
1,583	345	Adequate
1,890	499	Adequate
1,229	211	Adequate
2,387	519	Adequate
1,772	745	Adequate
1,489	262	Adequate
544	212	Adequate
1,843	492	Adequate
1,205	289	Adequate
1,607	167	Adequate
1,701	457	Adequate
1,465	347	Adequate
2,009	498	Adequate
1,890	360	Adequate
1,465	198	Adequate
1,772	244	Adequate

HIGH Annual Growth Policy - Schools Test for FY 2006

Reflects County Council Amended FY 2005 - 2010 Capital Improvements Program (CIP) and MCPS Enrollment Forecast

High School Enrollment and Capacity

Cluster Area	Projected Sept. 2010 Enrollment	100% MCPS ¹ Capacity With Adopted FY05-10 CIP	Capacity Remaining @ 100% MCPS capacity
B-CC	1,689	1,662	-27
Blair	2,759	2,930	171
Blake	1,797	1,716	-81
Churchill	2,097	2,028	-69
Damascus	2,138	2,691	553
Einstein	1,555	1,457	-98
Gaithersburg	2,190	2,143	-47
Walter Johnson	2,137	2,154	17
Kennedy	1,584	1,727	143
Magruder	2,140	2,030	-110
R. Montgomery	1,909	1,966	57
Northwest	2,135	2,241	106
Northwood	1,469	1,630	161
Paint Branch	1,684	1,998	314
Poolesville	782	868	86
Quince Orchard	1,970	1,782	-188
Rockville	1,233	1,633	400
Seneca Valley	1,735	1,842	107
Shenwood	2,062	2,056	-6
Springbrook	2,128	2,131	3
Watkins Mill	2,065	2,178	113
Wheaton	1,345	1,508	163
Whitman	2,221	1,913	-308
Woodson	2,289	2,050	-239

AGP Test

105% AGP ² Capacity With Adopted FY05-10 CIP	AGP Test Students Above or Below 105 % AGP Cap	AGP Test Result - Capacity is	AGP Test Result - Capacity is
1,710	21	Adequate	
2,993	234	Adequate	
1,778	-19	Adequate	Paint Branch 409
2,115	18	Adequate	
2,745	607	Adequate	
1,710	165	Adequate	
2,340	150	Adequate	
2,363	226	Adequate	
1,935	351	Adequate	
2,115	-25	Adequate	Gaithersburg 150
2,083	154	Adequate	
2,295	160	Adequate	
1,688	199	Adequate	
2,093	429	Adequate	
900	118	Adequate	
1,980	10	Adequate	
1,778	545	Adequate	
1,935	200	Adequate	
2,183	121	Adequate	
2,273	145	Adequate	
2,295	230	Adequate	
1,543	298	Adequate	
2,225	24	Adequate	
2,183	-106	Adequate	R. Montgomery 184

The Annual Growth Policy schools test compares projected enrollment in 2010-11 to total capacity in 2010-11, including programmed additional capacity available by that year. The AGP schools test uses 105% AGP Capacity for elementary and middle schools, and 100% AGP Capacity for high schools.

The AGP elementary cluster capacity for schools without class-size reductions based on rating all K rooms at 22 and all other elementary rooms for Grades 1-5 at 23.1.

MCPS program capacity based on rating of capacity for special programs as well as regular education program (published in November in the CIP and in June in the Master Plan).

AGP elementary cluster capacity for schools with class-size reductions based on rating all K rooms at 15, elementary rooms for Grades 1-2 at 17.1, and elementary rooms for Grades 3-5 at 23.1.

AGP elementary cluster capacity for schools with class-size reductions based on rating all K rooms at 15, elementary rooms for Grades 1-2 at 17.1, and elementary rooms for Grades 3-5 at 23.1.

AGP secondary school capacity for Grades 6-12 based on rating all rooms at 22.5:1.

Enrollment projections by Montgomery County Public Schools, October 2004.

In cases where elementary or middle schools anticipate to more than one high school, enrollments and capacities are allocated proportionately to clusters.

Public School Facilities

S1 Geographic Areas

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 24 areas called high school clusters, as shown in Map 32. These areas coincide with the cluster boundaries used by the Montgomery County Public School system.

The groupings used are only to administer the Adequate Public Facilities Ordinance and do not in any way require action by the Board of Education in exercising its power to designate school service boundaries.

S2 School Capacity Measures

The Planning Board must evaluate available capacity in each high school cluster and compare enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity in 5 years. If sufficient high school capacity will not be available in any cluster, the Planning Board must determine whether an adjacent cluster will have sufficient high school capacity to cover the projected deficit.

The Planning Board must use 100% of Council-funded capacity at the high school level and 105% of Council-funded capacity at the middle and elementary school level as its measures of adequate school capacity. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity.

Council-funded regular program classroom capacity is based on calculations that assign 25 students for grades 1-6, 44 students for half day kindergarten where it is currently provided, 22 students for all day kindergarten where it is currently provided, and an effective class size of 22.5 students for secondary grades.

S3 Grade Levels

Each cluster must be assessed separately at each of the three grade levels -- elementary, intermediate/middle, and high school.

S4 Determination of Adequacy

After the Council has approved the FY 2005-2010 CIP, the Planning Board must recalculate the projected school capacity at all grade levels in each high school cluster. If the Board finds that public school capacity will be inadequate at any grade level in any cluster, but the projected enrolment at that level will not exceed 110% of capacity, the Board may approve a residential subdivision in that cluster during FY 2005 if the applicant commits to pay a School Facilities Payment as provided in County law before receiving a building permit for any building in that subdivision. If projected enrollment

at any grade level in that cluster will exceed 110% of capacity, the Board must not approve any residential subdivision in that cluster during FY 2005.

After the Council in 2005 has approved the amended FY 2005-2010 CIP, the Planning Board again must recalculate school capacity. If capacity at any level is projected to be inadequate, the Board must take the actions specified in the preceding paragraph in FY 2006.

S5 Senior Housing

If public school capacity is inadequate in any cluster, the Planning Board may nevertheless approve a subdivision in that cluster if the subdivision consists solely of multifamily housing and related facilities for elderly or handicapped persons or multifamily housing units located in the age-restricted section of a planned retirement community.

S6 Clusters in municipalities

If public school capacity will be inadequate in any cluster that is wholly or partly located in Rockville, Gaithersburg, or Poolesville, the Planning Board may nevertheless approve residential subdivisions in that cluster unless the respective municipality restricts the approval of similar subdivisions in its part of the cluster because of inadequate school capacity.

S7 Development District Participants

The Planning Board may require any development district for which it approves a provisional adequate public facilities approval (PAPF) to produce or contribute to infrastructure improvements needed to address inadequate school capacity.

School Capacity Projections
June, 2005

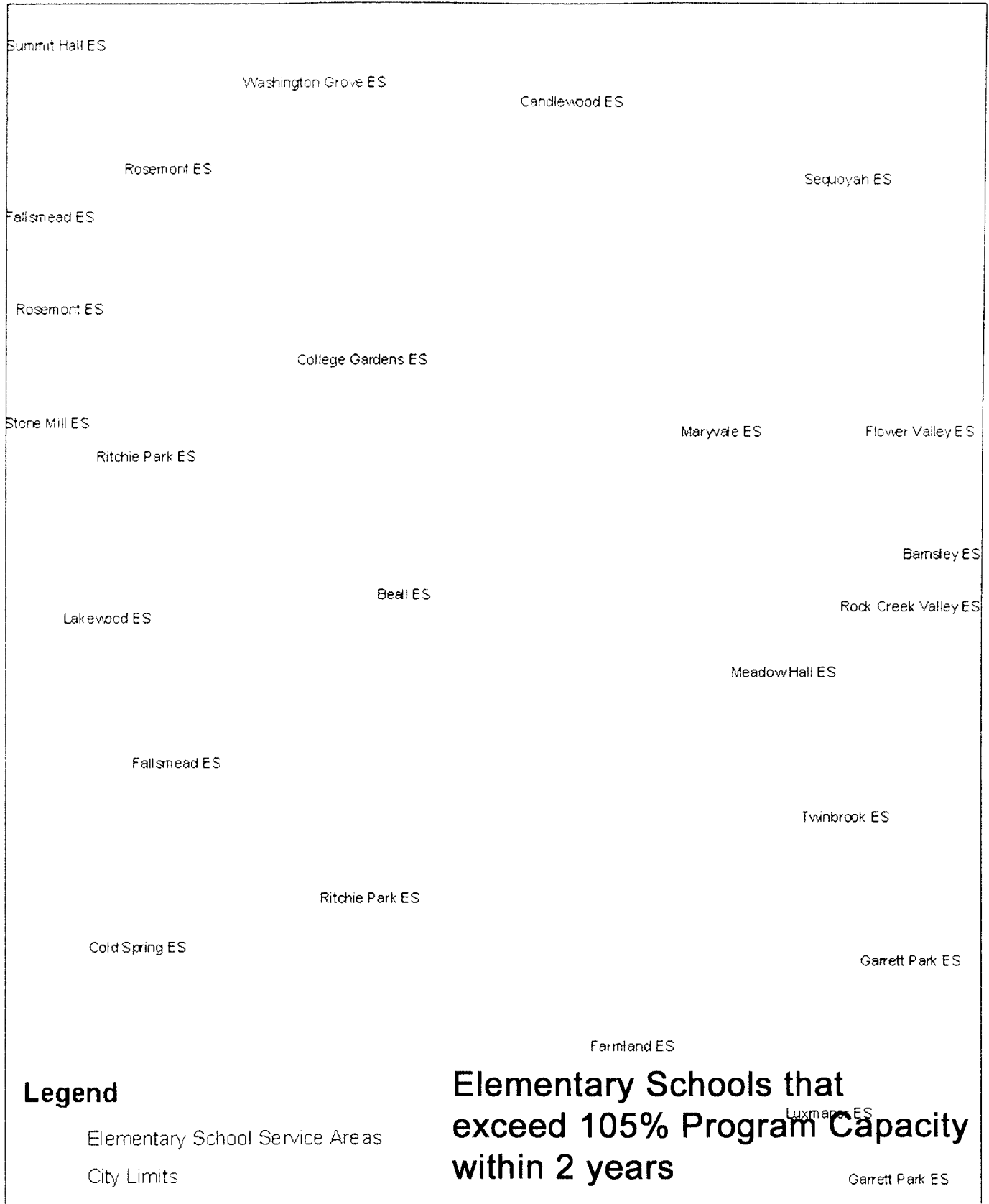
School/ Cluster	Capacity	Current Year			3- Year Test			6- Year Test
School Year		04-05	05-06	06-07	07-08	08-09	09-10	10-11
Gaithersburg HS	1800/2143	121%	121%	103%	105%	102%	102%	102%
Forest Oak MS	942	98%	97%	98%	96%	94%	94%	92%
Rosemont ES	271/621	180%	82%	82%	83%	88%	90%	92%
Walter Johnson HS	1091/2154	104%	105%	106%	110%	110%	98%	99%
Tilden MS	943	82%	85%	84%	82%	81%	81%	82%
Farmland ES	433/571	130%	128%	100%	99%	99%	100%	102%
Richard Montgomery HS	1562/1966	123%	128%	128%	99%	100%	99%	97%
Julius West MS	1044	102%	100%	98%	96%	91%	93%	98%
Beall ES	504	119%	122%	121%	127%	130%	131%	135%
College Gardens ES	476/615	102%	107%	112%	89%	96%	98%	98%
Ritchie Park ES	377	100%	104%	112%	119%	128%	130%	132%
Twinbrook ES	497	116%	112%	116%	119%	122%	124%	127%
Rockville HS	1633	75%	79%	84%	81%	84%	74%	76%
Wood MS	1030	96%	89%	88%	90%	90%	93%	89%
Maryvale ES	571	109%	109%	111%	110%	111%	111%	112%
Meadow Hall ES	339	114%	108%	112%	114%	117%	118%	124%
Wootton HS	2050	115%	115%	116%	114%	113%	112%	112%
Frost MS	1134	106%	99%	101%	101%	100%	96%	95%
Fallsmead ES	425/380	126%	120%	137%	137%	138%	136%	139%
Lakewood ES	630/595	92%	91%	93%	99%	102%	105%	105%

1401'S PRELIM CAPACITY

Enrollment Trends at Schools With Service Areas Completely or Partly Within the City of Rockville*

CLUSTER	SCHOOLS	Approx. Percent of Enrollment from Rockville	CAPACITY	ACTUAL 2004-05	PROJECTED					
					2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Gaithersburg	Gaithersburg H.S. space available	3%	1800 / 2143	2174 -374	2174 -374	2202 -59	2246 -103	2190 -47	2181 -38	2190 -47
	Forest Oak M.S. space available	5%	942	919 23	913 29	920 22	905 37	888 54	881 61	866 76
	Rosemont E.S. space available	20%	271 / 621	489 -218	510 111	504 117	514 107	544 77	558 63	572 49
Walter Johnson	Walter Johnson H.S. space available	15%	1901 / 2154	1973 -72	1990 -89	2013 -112	2087 -186	2093 -192	2107 47	2137 17
	Tilden M.S. space available	35%	943	772 171	802 141	791 152	774 169	762 181	767 176	774 169
	Farmland E.S. space available	50%	433 / 571	564 -131	553 -120	572 -1	564 7	566 5	570 1	582 -11
Richard Montgomery	Richard Montgomery space available	90%	1562 / 1966	1916 -354	2002 -440	2000 -438	1951 15	1959 7	1941 25	1909 57
	Julius West M.S. space available	90%	1044	1061 -17	1050 -6	1024 20	1001 43	951 93	976 68	1018 26
	Beall E.S. space available	100%	504	601 -97	614 -110	608 -104	640 -136	653 -149	659 -155	682 -178
	College Gardens E.S. space available	70%	476 / 615	484 -8	509 -33	531 -55	547 68	589 26	603 12	601 14
	Ritchie Park E.S. space available	80%	377	381 -4	391 -14	423 -46	449 -72	483 -106	491 -114	497 -120
	Twinbrook E.S. space available	80%	497	577 -80	559 -62	576 -79	594 -97	609 -112	617 -120	633 -136
Rockville	Rockville H.S. space available	35%	1633	1224 409	1296 337	1370 263	1329 304	1273 360	1215 418	1233 400
	Wood M.S. space available	35%	1030	985 45	915 115	902 128	926 104	923 107	953 77	916 114
	Maryvale E.S. space available	90%	571	622 -51	622 -51	633 -62	629 -58	635 -64	634 -63	639 -68
	Meadow Hall E.S. space available	100%	339	385 -46	366 -27	380 -41	386 -47	397 -58	400 -61	420 -81
WOOTTON	Wootton H.S. space available	15%	2050	2349 -299	2366 -316	2371 -321	2337 -287	2322 -272	2294 -244	2289 -239
	Frost M.S. space available	15%	1134	1205 -71	1121 13	1140 -6	1148 -14	1130 4	1087 47	1064 70
	Fallsmead E.S. space available	70%	425 / 380	535 -110	511 -86	519 -139	522 -142	526 -146	518 -138	529 -149
	Lakewood E.S. space available	30%	630 / 595	577 53	572 58	589 41	590 5	610 -15	627 -32	628 -33

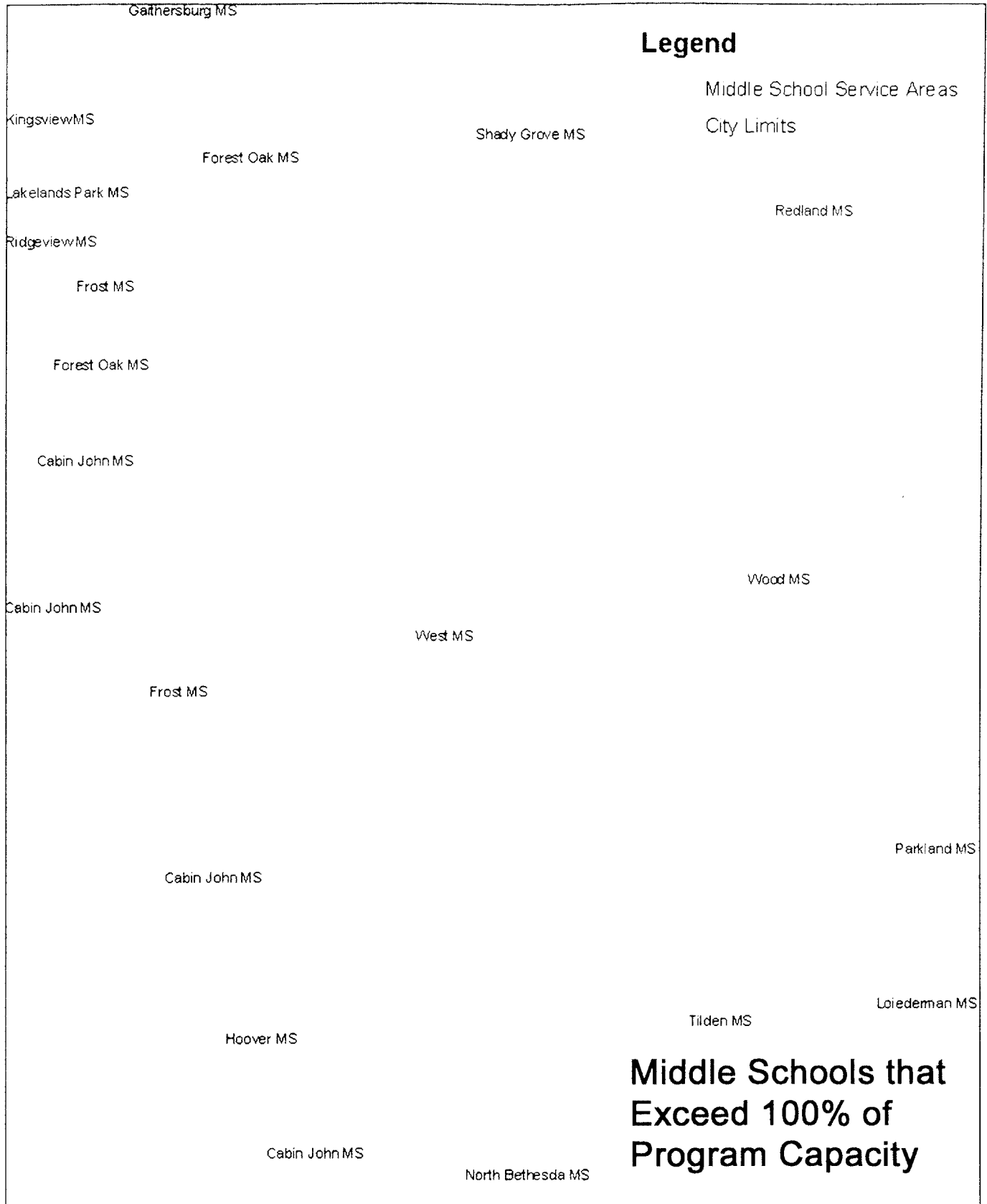
MCPS PROGRAM IMPACTS



CITY OF ROCKVILLE
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT SERVICES

**Elementary
School Boundaries**



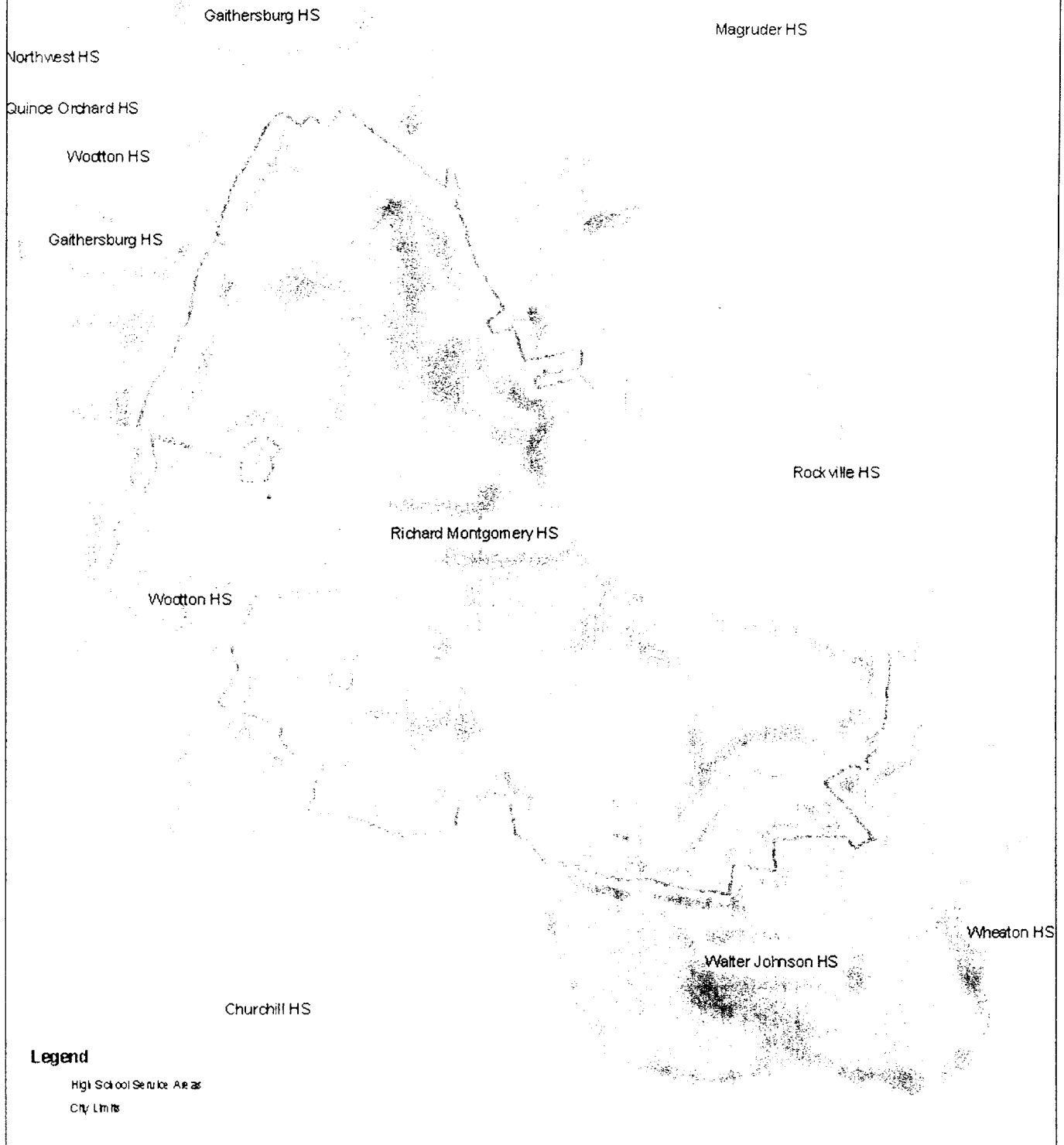


CITY OF ROCKVILLE
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT SERVICES

Middle School Boundaries

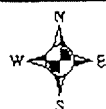


High Schools that Exceed 100% of Program Capacity within 2 years.



CITY OF ROCKVILLE
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT SERVICES

High School Boundaries



APPENDIX F

Assessing Schools for Modernization

In 1992, the Board of Education adopted a modernization policy that makes a strong statement for the need to update aging facilities through modernization in order to provide equitable learning environments across the county. Modernizations not only upgrade building systems, such as heating and air conditioning, plumbing, etc., it also bring aging facilities up to the same educational program standards as new schools. Modernizations also provide an opportunity to upgrade facilities to current building codes and regulations such as providing a facility that is accessible for persons with disabilities, abating hazardous materials, providing Fire Safety Code Upgrades, and improving Indoor Air Quality.

A detailed objective assessment process ranks schools in priority order for modernization. Facilities are evaluated based on physical condition and educational program capability. The physical condition assessment, called Facilities Assessment with Criteria and Testing (FACT), was developed by the MCPS Division of Construction with review and advice from facilities and planning staff members, experts from other area jurisdictions, and the Maryland State Department of Education School Construction Department. A team of trained technicians evaluates each school in need of modernization. Weighted scores are applied to the assessment for various aspects of the building, and based on the physical condition of the building, a final score is calculated, with a maximum of 1,000 points.

The Educational Program Assessment ranks each school based on how well the facility meets the educational space requirements of the current instructional program. This assessment process was developed in conjunction with MCPS instructional staff, planning and facilities staff, school principals, and Montgomery County Council of Parent Teacher Associations (MCCPTA) representatives. The Educational Program Assessment pays particular attention to comparing the amount of existing space within each building to the amount of space that would be provided by a modernization or a new school. Other aspects of educational

programs that are reviewed as part of the formal assessment relate to safety, security, energy conservation, and comfort.

The Educational Program Assessment also has a maximum score of 1,000 points. When both assessments are combined, a maximum of 2,000 points is possible. Both assessment components were reviewed and approved by the Board of Education. This process is widely recognized by school officials and community leaders as an objective and impartial tool for prioritizing modernizations.

In FY 1993, the modernization assessment process was performed on 37 elementary and secondary schools in the current and future modernization program. The ranking was established and adopted as the priority for modernizations by the Board of Education and has been adhered to since that time. Of the original 37 schools that were assessed, seven remain to be completed on the schedule. The original 37 schools were placed on the list primarily based on the age of the facility.

In FY 1996, the Board of Education asked for funds to assess all remaining schools for modernization. The County Council appropriated enough funds to assess an additional 35 schools. The schools chosen for assessment in FY 1996 were schools that were built before 1970 that were never modernized, or schools that were renovated before 1977. These schools were added to the end of the first list of schools assessed for modernization.

In FY 2000, the seven remaining high schools that were not assessed in FY 1992 and FY 1996 were assessed and added to the modernization schedule. The schools were placed in ranked order after the schools assessed in FY 1996.

There remains a list of 37 schools built or renovated before 1984 that have not been assessed, and have not been added to the modernization schedule. The list includes: 28 elementary schools, 6 middle schools, and 3 special education program centers.



City of Rockville

MEMORANDUM

September 7, 2005

TO: Art Chambers, Director of CPDS

FROM: Lawrence Marcus, Chief of Traffic & Transportation

VIA: Craig Simoneau, Director of Public Works

SUBJECT: Supplemental Analysis on Developing a Second Tier Transportation Test to the Adequate Public Facilities Ordinance (APFO)

This memorandum provides additional analysis on necessary steps to create a second tier transportation test to the proposed APFO, as previously executed by the Maryland-National Capital Park & Planning Commission (M-NCPPC). M-NCPPC called their test the Policy Area Transportation Review (PATR). Contents of the document include (1) an overview of the process; (2) the purpose of the test; (3) necessary steps to implement the test in Rockville; (4) alternatives to applying the test, with pros and cons; (5) potential policy area(s) in Rockville; and (6) sources of information.

Overview

Until October 28, 2003, M-NCPPC applied two tests during development review to ensure that adequate transportation facilities exist for the new trips generated by an application. The first test was a local area review assessment, which looked at the intersections in the vicinity of the application property and ensured the congestion at the intersections was acceptable as defined by County's standards. The local area review also evaluated other multi-modal concerns as well. This process is consistent with national guidance on transportation related development review. The tool for conducting this process is generally spreadsheet-based calculations.

M-NCPPC's second tier test, the Policy Area Transportation Review (PATR), looks at the average congestion level on the roadways (not intersections) for each of the 29 policy areas. These areas vary greatly in size but are basically the size of Rockville, with some slightly smaller and others quite large such as the policy area surrounding Poolesville. This assessment is based on the use of a complicated travel demand forecasting model, maintained by M-NCPPC. The model was developed by M-NCPPC for many applications, including master and sector (such as Shady Grove) planning, corridor

planning (to answer such questions as “how many vehicles will be using the Montrose Parkway in the year 2020?”), and countywide transportation planning. The model predicts PM peak hour volumes. The tool was not designed to analyze individual development applications.

Because the model represents total trips using Montgomery County facilities, it takes into account trips from all over the Washington metropolitan area, and beyond. Outside the county, the model includes freeways and major arterials. Within the County (and close to its borders) the model forecasts traffic for freeways, arterials and select neighborhood streets that connect arterials. Residential streets, and cut-through traffic issues, are not addressed with this model.

Below is a description of the process as described by Richard I. Roisman, Planner-Coordinator with M-NCPPC, from an Institute of Transportation Engineers Conference paper. It describes the testing process and the relationship between land development and roadway capacity:

“In the PATR test, the county was broken into a series of smaller analysis areas called policy areas. Within each policy area, a land use base was determined using existing development and development approved by the Planning Board but not yet constructed (colloquially called the “pipeline”). Similarly, a future transportation network was determined using the existing network and adding projects that were approved and fully funded for construction in the county and state budgets. The resulting scenario was tested using the county’s travel forecasting model (called TRAVEL/2); those policy areas which were shown to have insufficient transportation capacity to support additional development were determined to be “in moratorium” and virtually all development approval in those policy areas stopped, with some exceptions. PATR was administered every year and areas stayed in moratorium until additional transportation capacity was provided through a highway or transit improvement...”

Two key differences exist between the local area review and policy area review. First, the local area review focuses on intersections with a designated study area. The performance measure is called “critical lane volume”, for which adequate thresholds exist based on roadway type (residential, arterial, etc.). Solutions to congestion are generally less disruptive to communities at an intersection and in most cases eliminate bottlenecks. The policy area review is based on roadway lane congestion. The policy level performance measure is a congestion level score representing the average of all roadway segments in the policy area. Solutions to these congestion problems are more disruptive to communities, as they take the form of roadway extensions and widenings.

Second, the local area review directly assigns trips to intersections in the study area, in relatively close proximity to the site. The model used for the policy analysis is less sensitive to local congestion, but captures the entire length of the trip.

With all this stated, the status of the current M-NCPPC travel demand model should be addressed as well. M-NCPPC staff explained that the current travel model is being phased out, in favor of the Metropolitan Washington Council of Governments (MWCOC) travel model. The purpose of this change is to add credibility to model applications that involve federal funding – a national review group certifies the MWCOC model. M-NCPPC will use the MWCOC model for master planning, roadway, and transit studies. The current model will be available for a few more months so the County can access files from the process. The MWCOC model has never been used for policy review.

Purpose of the County's Second Transportation Test

According to County staff, the second test was added to the review process for two primary reasons (1) to capture the upstream / downstream effects of developments outside the normal transportation study areas (such as evaluating the impact of Germantown's development on Rockville); and (2) to stage increments of land development growth with supporting roadway improvements. Although the model does not have a great level of detail, it is useful for assessing the impact of trips outside a normal local area review study area, as it takes into account the entire length of the trips. Because of the extremely high volume of trips on county streets, the development(s) must be significant enough in size (such as a Comprehensive Planned Development like King Farm) to show up on the Montgomery County roadway network.

The policy area test was discontinued approximately 18 months ago in favor of a single, revised local area review test. County staff stated that the local area review process was chosen because it is easier to understand by the public and development communities as well as renewed confidence in the new procedures / policies. The new local area procedures tightened the congestion ceilings, similar to the City's CTR.

Necessary Steps to Implement a Policy Area Test In Rockville

The City would need to execute the following steps to conduct a policy area type test in Rockville. The steps include timeframes and cost estimates, where appropriate.

1. Reach an agreement with M-NCPPC to use the new model and have M-NCPPC staff run scenarios for the City (2 month for the agreement, after model is formally adopted – date not certain)
 - City staff has executed such an agreement in 2001-2002, using the model for the Citywide Master Plan and Town Center Master Plan.
2. Develop the model for the Rockville application (9-12 months, \$20,000 - \$50,000 rough cost estimate)
 - The details of the model assumptions need to be reviewed by County and City staff to ensure that the model works correctly and produces logical estimates.
3. Pay M-NCPPC a yearly user fee for access to the travel model and for County staff to run it. (cost varies by amount of use, rough estimate \$0 - \$20,000 / yr.)
4. Develop a list of roadway improvement projects that can be implemented in Rockville to support the development identified in each policy area. Note: opportunities for roadway widening and extensions are limited within Rockville.

However, improvements such as the InterCounty Connector and Montrose Parkway would reduce the roadway congestion levels in portions of Rockville.

Alternatives

Below is a table outlining alternative methods for applying the APFO to the currently adopted development review process. Each alternative includes the pros and cons, from a staff perspective.

Alternative 1 Maintain Status Quo: Flexible Guidelines. The adopted Comprehensive Transportation Review guidelines specify different allowable congestion levels in transit and non-transit oriented areas. However, without an ordinance, these thresholds can be exceeded if approved by decision makers.	
Pro	Con
CTR defines traffic, pedestrian, bike, and transit requirements for the applicant, and allows decision makers flexibility on enforcing traffic congestion levels	
Alternative 2 Hard congestion caps citywide. Adopt an APFO that simply enforces the congestion standards outlined in the CTR.	
Pro	Con
Decision makers must enforce CTR congestion standards. The CTR was designed for such a scenario.	Inflexible congestion levels in transit areas can stop transit friendly projects.
Alternative 3 Hard congestion caps in non-transit oriented areas Adopt an APFO that enforces the CTR congestion standards where people have limited travel options to the automobile.	
Pro	Con
This option would also work well with the CTR. Continue to replace roadway improvements in the transit-oriented areas with transit & pedestrian improvements, when appropriate.	During development review, decision makers could waive congestion threshold requirements in transit areas.

Alternative 4**Pedestrian & Congestion Index**

Create a new method that looks at both pedestrian safety and traffic congestion.

Innovative approach in balancing Mayor & Council objectives of minimizing congestion and maintaining pedestrian safety. Score an intersection based on the two objectives.

Pro	Con
Could balance the Mayor & Council's desire to manage congestion while improving pedestrian safety. Currently, intersections have separate congestion and pedestrian ratings. A map of intersections rated "inadequate" for pedestrian safety is included as Attachment 1.	Not aware of such a system applied to date. Staff or consultant would need to develop the scoring system with input from the Mayor & Council and Traffic & Transportation Commission. Creating the method would take a minimum of two months of staff time. A consultant would charge roughly \$25,000 - \$50,000 for the effort.

Alternative 5**Second Transportation Test**

Use the M-NCPPC Policy Area-wide Test to supplement Alternatives 1-3, above. The test would (1) stage increments of land development growth with supporting roadway improvements, and (2) identify the impacts of traffic from Rockville on other portions of the County.

Pro	Con
Second test would supplement the local APFO requirements. Would evaluate staging of growth and roadway improvements, and identify impacts of growth at a macro level.	City staff does not have expertise in the model. Process assesses roadway congestion, not intersection congestion - the City has limited roadway widening or extension projects in its master plan.

Area-wide Policy Areas

This section provides an overview of potential policy areas within Rockville, if the policy area-wide test is adopted by the Mayor & Council. As directed by the Mayor and Council, the policy area assessment would only occur outside the transit-oriented areas. Staff needs to assess to the model to fully assess recommended policy areas, however example policy areas could include:

1. Rockville North: King Farm / Piccard
2. Rockville West: Research Blvd. / Falls Grove / Wootton Corridor (south to Falls Rd.)

3. Rockville South, below Falls / Wootton / Baltimore Rd. to the Montrose corridor
4. Rockville East: Baltimore Rd. corridor / East Rockville / Lincoln Park / Southlawn
5. Rockville Central: College Gardens / Woodley Gardens / West End / New Mark Commons

Determining whether these example policy areas are in or out of moratorium would require staff to (1) review the quality of the current travel model congestion estimates and (2) summarize the results. This work task would take two months - after the new model has been created for Rockville's policy area review.

The following maps are attached:

1. Attachment 2: Example Rockville policy areas (listed above)
2. Attachment 3: Study areas from previous three applications, using the CTR
3. Attachment 4: County Policy Areas

Below are pros and cons for single verse multiple policy areas.

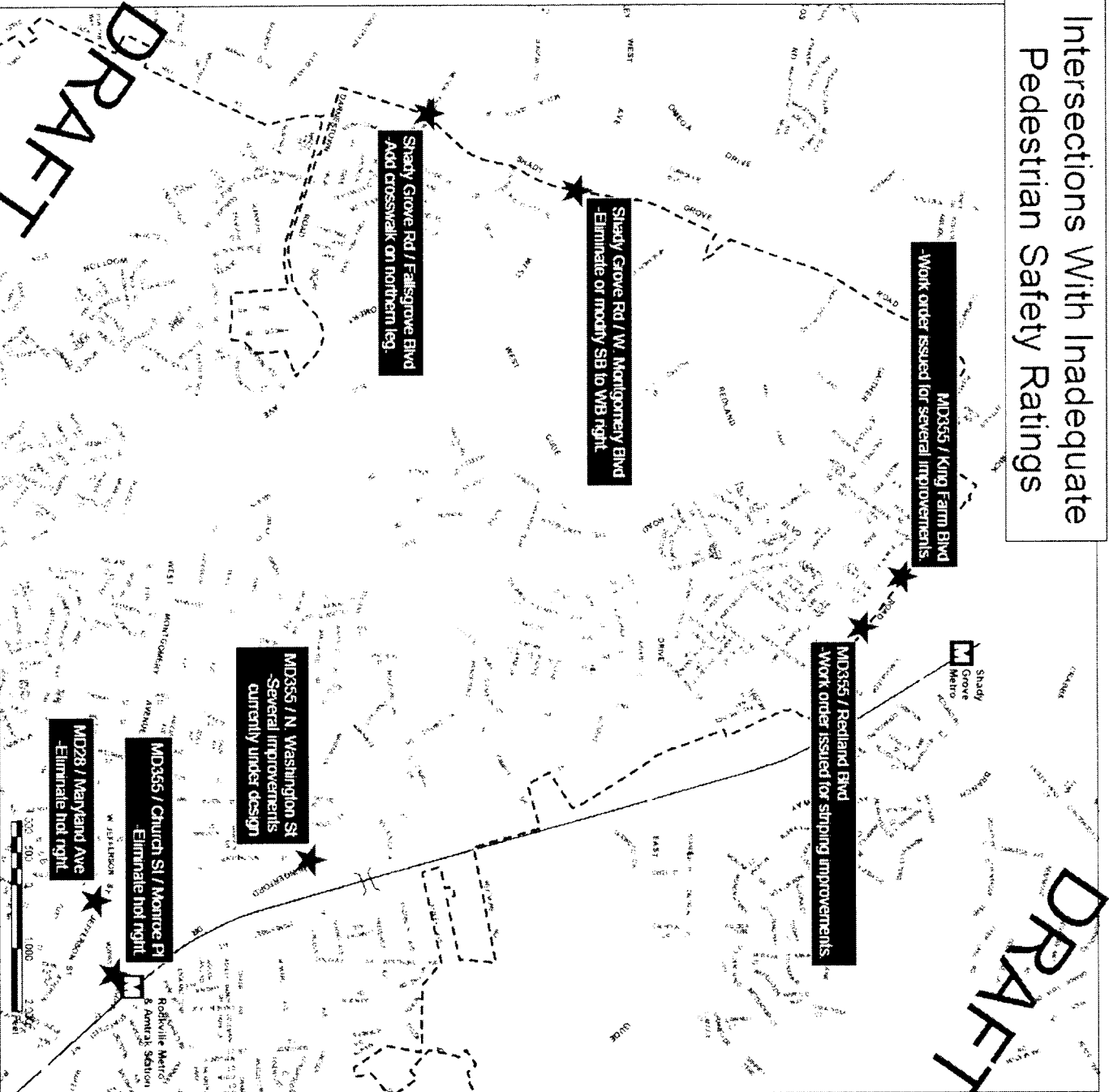
Policy Areas	Pros	Cons
Single Policy Area	Captures the entire trip length. Would simplify process and show impacts of Rockville generated traffic on remainder of region.	<ol style="list-style-type: none"> 1. Entire city (outside the transit-oriented areas) would be in or out of moratorium. 2. High congestion levels, such as in southern Rockville on Rockville Pike, could stop development in areas where congestion is at an acceptable level.
Multiple Policy Areas	<ol style="list-style-type: none"> 1. Targets communities and their relationships with roadways. 2. Addresses effects of development throughout the City. 3. Captures entire length of the trip. 	<ol style="list-style-type: none"> 1. Policy areas may not always be larger than CTR study areas. 2. Model not sensitive to developments smaller than Comprehensive Planned Developments such as King Farm.

Sources of Information

This document reflects my understanding of the M-NCPPC process, based on my experiences with the model, interviews with County Council staff and M-NCPPC transportation planning staff, and preliminary research of M-NCPPC publications. If the Mayor & Council wish to pursue a policy area review similar to M-NCPPC's, further research would be necessary to understand the administrative and technical details

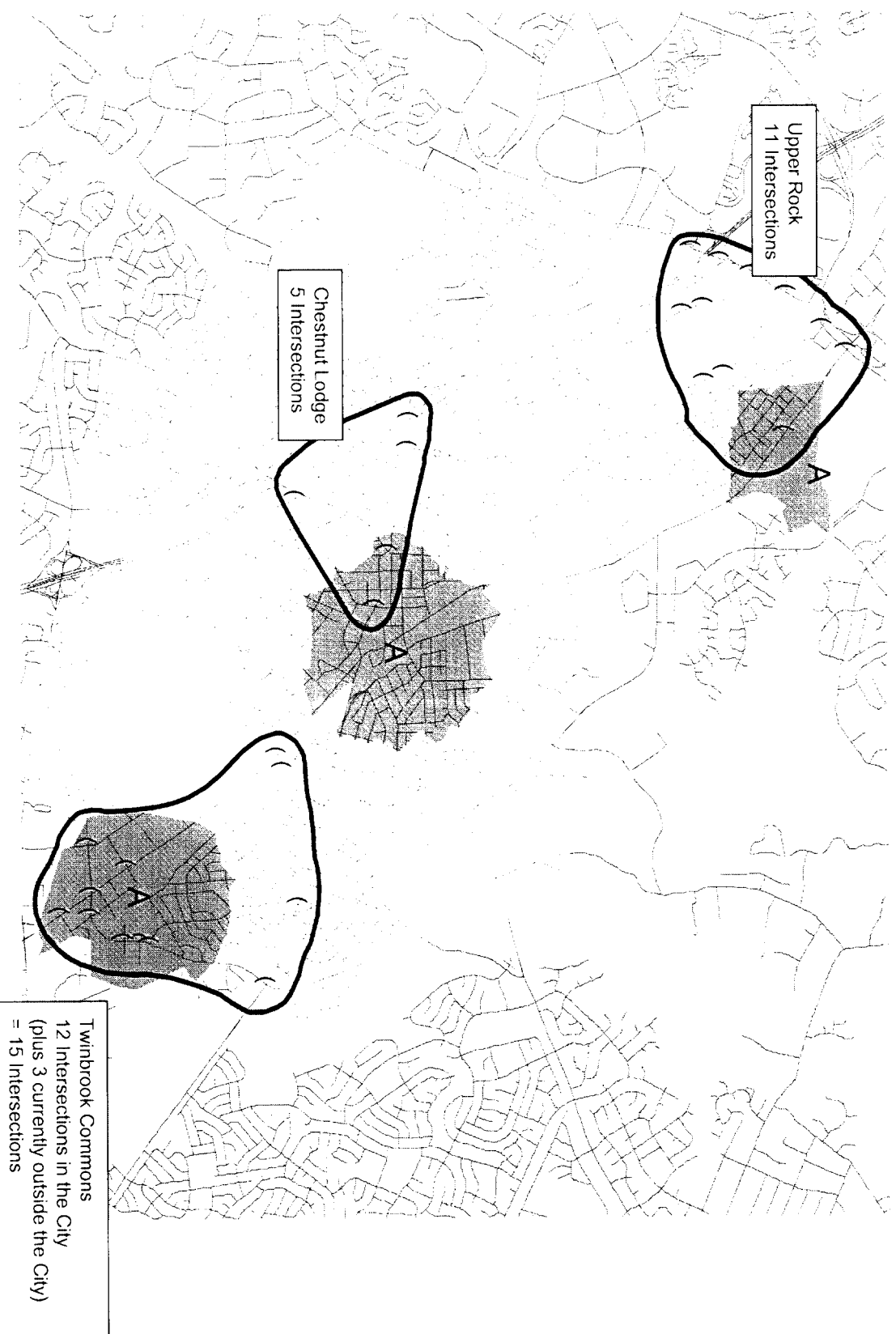
associated with the process. M-NCPPC transportation staff has been invited to attend the September 12 meeting to add insight on these issues.

Intersections With Inadequate Pedestrian Safety Ratings



Attachment 2

Example Study Areas From the Recently Adopted Comprehensive Transportation Review



Attachment 4



Below is a list of key transportation projects in the City's Master Plan, with the status report on the likelihood of implementation:

1. InterCounty Connector
 - Supported by the Governor; detailed study underway
2. I-270 / Gude Interchange
 - Submitted to Montgomery County as a priority for consideration by the State of Maryland
3. MD 355 / Gude Interchange
 - Submitted to Montgomery County as a priority for consideration by the State of Maryland
4. MD 355 / MD 28 Interchange
 - Included in the State's "Rockville Town Center Intersection" Study; submitted to Montgomery County as a priority for consideration by the State of Maryland
5. MD 355 / MD 911
 - Included in the State's "Rockville Town Center Intersection" Study; likely to be dropped by the State as a short-term project.
6. MD 28 Redesignation (maintenance, not capacity)
 - Formally requested by the City to the State for consideration in September 2004
7. MD 28 / Veirs Mill Rd / MD 911 Interchange / widening
 - Included in the State's "Rockville Town Center Intersection" Study and is actively pursuing preferred alternatives; submitted to Montgomery County as a priority for consideration by the State of Maryland
8. Montrose Parkway (County)
 - Design work complete, preliminary work underway.
9. MD 355 / Montrose Rd. (State / County)
 - MD SHA Project Planning Study
10. Corridor Cities Transitway
 - A subset of the I-270 / US15 Project Planning Study
11. Veirs Mill Bus Rapid Transit
 - State Planning Study, originally sponsored by Montgomery County
12. Chapman Ave. Extension (north to MD 355)
 - Discussed at the development review level
13. Dawson Avenue Extension (east to MD 355)
 - Listed in the CIP, unfunded. Support for Town Center Phase II
14. Fleet Street Extension (connect existing segments)
 - Removed from the CIP, Sandy Spring Bank redevelopment obligated to pay \$200,000 towards project
15. Maryland Avenue (Dawson – Beall)
 - Listed in the CIP, unfunded. Support for Town Center Phase II
16. Pleasant Rd. (King Farm to Shady Grove Rd.)
 - Design work underway
17. Choke Cherry Road Extension to Piccard
 - Construction complete, awaiting final closeout

Pending Developer Contributions to the Transportation System Draft Sept. 7, 2005

Traffic Signals

1. Westat
2. 1701-1711 Research
3. Lakewood ES
4. Tower Oaks, TO / Preserve
5. Southlawn Ln. Southlawn Ct.
6. Rich. Montgomery Drive / Fleet Street

Intersection Improvements

1. RKV Metro Plaza (2 improvements)
 - Phase I Site frontage improvements on Rockville Pike and East Middle Lane Phase III Construction of Maryland Avenue from East Middle Lane to Beall Avenue (modified section as acceptable)
2. 1701-1711 Research (2 improvements)
 - 2.d. A contribution of \$186,000 will be required from the applicant to mitigate impacts on the adjacent roadway network. This contribution will be in the form of cash, or the value of physical improvements/public services as proposed by the applicant and approved at the sole discretion of the Director of Public Works...The use of these funds will be reserved for improvements to the intersection of Md. Route 28 and Research Boulevard.
 - 2.e. The developer must relocate the existing driveway entrance to align with the north driveway of the Weststat property located at 1600-1650 Research Boulevard.
3. Fallsgrove (1 improvement remaining)
 - Shady Grove / I-270 (cannot obtain right-of-way, coordinating settlement with MD SHA / City)
4. Upper Rock
 - A right turn lane from eastbound Shady Grove Road to southbound Choke Cherry Road per DPW and County requirements.
 - Right turn lane from northbound Choke Cherry onto Shady Grove Road and associated markings per DPW and County requirements.
 - Lengthen the left turn bay from Shady Grove 280-feet with a 100-foot taper onto Choke Cherry per DPW and County requirements.
 - An additional westbound left turn lane from Shady Grove Road onto southbound Gaither Road and additional receiving lane on Gaither Road per DPW and County requirements.
 - Construct right turn lane from Shady Grove Road onto Gaither Road per DPW and County requirements.
 - Provide pedestrian refuges at the medians along Shady Grove Road at the intersections of Choke Cherry and Gaither per DPW and County requirements.
5. Twinbrook Commons (5 improvements)
 - Rollins/E. Jefferson: Add second WB left, restripe WB Rollins

- Twinbrook Pkwy./Chapman Ave.: Add second NB right
- Twinbrook Pkwy./Parklawn Dr.: Re-stripe EB approach to be shared left/thru and exclusive right turn lanes
- Veirs Mill/Twinbrook Pkwy.: Re-stripe NB exclusive thru lane to be a shared left/thru lane
- Twinbrook Pkwy./Rockville Pike: Construct right turn on WB Twinbrook Pkwy.
- Bou Ave/Rockville Pike: Restripe westbound Bou Ave.

Sidewalks

1. KSI (1 sidewalk)
 - The applicant shall design and implement a sidewalk connection/pedestrian improvement across the North Washington Street in order to provide a missing sidewalk link.
2. Lutheran Church
3. Rollins Ridge

Applicant shall construct and rebuild six-foot asphalt pedestrian connection along the Fleet Street ROW between MT. Vernon and Ritchie Pkwy prior to first OCC permit.
4. Upper Rock (shared bike/ped path)

Piccard, from Redland to Gude
5. Twinbrook Commons (3 sidewalks--Bouic from Chapman to MD355, Brooke Ave., +bike lane on Halpine between Chapman and MD355)
6. Archstone South (completion of Millennium Trail)

Bus Shelters

1. Upper Rock
2. 706 Rockville Pike
3. Congressional Plaza (obtaining easement from Chevy Chase bank)
4. Mt. Calvary Baptist Church
5. Congressional South (pad is in, City needs to install shelter)
6. Sandy Spring Bank
7. Goddard School
8. St. Mary's Church

Traffic Calming Devices

1. Twinbrook Office Bldg.
2. Upper Rock (3 devices in Redland Corridor)
3. Twinbrook Commons (9 devices)
4. KSI (2 devices)
 - A. Construct a landscaped median entry feature and raised crosswalk on Beall Avenue near Adams Street.
 - B. Construct a mini-circle and associated roadway improvements at the intersection of Beall Avenue and Forest Street.
5. Akridge

- Town Center Traffic Calming Process

Draft Adequate Public Facilities Mission Statement

The City of Rockville is experiencing substantial interest in redevelopment of older areas into mixed use, dynamic centers. This pressure has raised concerns regarding public infrastructure capacity because of the expected increase in commercial/office square footage and residential dwelling units. The Mayor and Council have expressly stated that they want to provide opportunities to revitalize certain areas of the city to insure that all attributes needed for modern urban living are provided. Additionally, they want to provide for long term economic vitality.

It is the will of the Mayor and Council to adopt an adequate public facilities ordinance (APFO), a tool to balance new redevelopment with the provision of adequate facilities for current and new residents and businesses. Its purpose is to support redevelopment, by ensuring that the requisite infrastructure is available to serve existing and expected future development. It seeks to provide a clear and dependable schedule of capital investment and facility capacity, and allow developers to mitigate the impact of their development projects while limiting undesirable consequences. Further, it provides a commitment to program additional capacity and to fund those improvements.